

HYBRID ELECTRIC VEHICLE TORQUE DISTRIBUTION

Abstract of Disclosure

A method of distributing a torque demand in a hybrid electric vehicle having an internal combustion engine 200 and an electric motor 202 is provided. In hybrid operation, the motor 202 initially starts the vehicle. When the vehicle desired power demand reaches a first vehicle 27.A method as described in claim 26, wherein said third predefined percentage of accelerator pedal travel position is 0% operational parameter, a controller 214 switches the torque demand to the engine 200. An accelerator pedal 220 has a position sensor 222 which determines a non-fixed pedal 220 first position during transition between the motor 202 and engine 200. The accelerator pedal 220 also has a preset second position wherein a maximum of engine 200 torque is requested. The controller 214, cognizant of the accelerator pedal 220 first and second positions, linearly scales the accelerator pedal 220 to provide a uniform torque-responsive accelerator pedal.

Figures